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SOURCE Rechnoy Transport

PREPARE FOR SHIPPING
ON VOLGA-DON CANAL

Three shipping regions with distinct navigation conditions are being
 organized along the 600-kilometer course of the Volga-Don Canal as follows:

1. The canal section between the Volga and the Don rivers which is
 smaller than the Canal imeni Moskva.
2. The Tsimlyansk Reservoir ("Donskoye More"), where ships will have
 to overcome frontal winds which blow for nearly a fifth of the navigation
 season. This reservoir is smaller than the Rybinsk Reservoir, but it will be
 more difficult to navigate as it is longer and not as wide.
3. The stretch of water which lies below the Tsimlyansk Reservoir.
 This section is not very deep, and to maintain the proper depth, it will be
 necessary to dredge and to discharge water from the dam.

Because of the various navigation conditions, special fleets will be
 required to operate efficiently in these shipping regions. On the canal it-
 self, between the Volga and Don rivers, small tugboats, which can be accommo-
 dated in the locks and the three small water reservoirs of the canal will be
 needed. On the Tsimlyansk Reservoir, powerful seaworthy ships, which can
 ignore the large waves and strong winds, will be required, and shallow-draft
 ships will be required on the section of the Don River from Tsimlyansk to
 Rostov.

The Administration for Preparing the Volga-Don Canal for Operation (chief,
 Sinyavskiy) and Giprorrechtrans (State Planning Institute for River Transport)
 have selected various types of self-propelled and nonself-propelled vessels,
 and orders for their construction are now being distributed. Tugboats will
 be assigned to the shipping regions for which they are designed, while the
 loads will be passed on from region to region.

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New express passenger vessels, powered by 1,800-horsepower diesel-electric motors will be made by the "Krasnoye Sormovo" Plant imeni A.A. Zhdanov for passenger service between Moscow and Rostov and Leningrad and Rostov. These ships will be considerably faster than the ones now in existence.

The new canal will handle a large freight traffic. Lumber and metal will be unloaded at ~~Lysimlyansk~~, and food products and coal will be loaded at this port. Giprotehtrans is planning the construction of other large river ports for the Volga-Don Canal. This planning work should be completed in February.

Many diesel ships with standardized motors will operate on the canal. New repair bases and plants are being planned, and plans for utilizing existing repair plants are being drawn up. Glavvodput' (Main Administration of Waterways) and the Main Administration of the Canal imeni Moskva are sending a group of specialists to the canal. These specialists will first help in getting the canal installations into operation and will then form the framework for the future operational staff of the canal.

Other personnel will come from vuzes, technikums, FZO schools, trade schools, and from the organized selection of workers in skilled occupations.

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